

CLASSIFICATION SECRET~~NOFORN~~COUNTRY East Germany REPORTTOPIC Kummersdorf Bomb and Firing Range

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EVALUATION PLACE OBTAINED

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DATE OF CONTENT

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DATE OBTAINED PREPARED 17 October 1955REFERENCES PAGES 3 ENCLOSURES (NO. & TYPE) REMARKS This is UNEVALUATED Information

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- ☐ 1. The following observations were made at Kummersdorf air force training field on 27 August and 12 September 1955:

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27 August. Between 0900 and 1130, bombing and firing with aircraft weapons was practiced by IL-10s which approached the targets from south to north while flying in 6 to 8 flights. Each flight approached twice for bombing and each aircraft of the individual flights dropped one bomb on each approach. The aircraft dove down to 300 or 400 meters and, immediately after bombing, climbed again to 800 meters. After the bombing exercise, the flights once more approached the field and each aircraft gave one burst of fire from its automatic weapons while diving. Subsequently, the aircraft headed west. X_S

12 September. Between 2100 and 2120, bombing was practiced by 3 aircraft which were recognized by their position lights. The aircraft approached the targets at large intervals and dropped one bomb each, from an altitude of about 500 meters. While descending, the bombs radiated brightly for 3 or 4 seconds, illuminating the surroundings of ~~the field~~. After a very loud detonation, the glow ~~of the bombs~~. A total of 6 bombs were dropped. 1

- ☐ 2. The following observations were made at the training field between 9 and 17 September 1955:

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9 September. At 1230, an IL-28 approached from the southeast at an altitude of about 2,000 meters, twice crossed over Kummersdorf bomb range at the same altitude, then approached a third time from the southeast and simultaneously dropped 2 heavy-caliber bombs over the targets, which were dummy tanks, in Jagen (forest sub-district) 111/120. The two bombs detonated at an interval of about 1 second. Subsequently, the IL-28 again crossed over the targets at the same altitude without dropping bombs, and then headed west. At 1345, the next IL-28 approached from the southeast, also dropped 2 bombs over the targets, and then headed west. No additional approach flights were observed.

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12 September. At 1230, 2 IL-28s simultaneously dropped 2 bombs over the same targets.

14 September. At about 2300, an IL-28 appeared from the southeast at an altitude of about 2,000 meters, twice crossed over the targets on the training field and, while approaching a third time, simultaneously dropped 2 bombs over the targets. Approximately 4 seconds before the bombs detonated, a large and bright gleam appeared at an altitude of about 800 meters and slowly dropped for 5 to 7 seconds, approximately in the direction of fall of the bombs. After dropping the bombs, the IL-28 again approached the targets and then headed west. At about 2400, a second IL-28 appeared and executed the same attack.

17 September. At about 0600, an alert was sounded. At 0730, 3 jet fighters flying side-by-side approached from the southeast, twice crossed over the targets in Jagen 104/105 and, on their third approach, flew straight toward the target in flight formation. The aircraft simultaneously dived down to about 400 meters and fired from aircraft weapons. Subsequently, the 3 aircraft climbed to an altitude of about 1,500 meters, turned toward the target via southeast and again repeated firing. Then, the formation climbed to 1,500 meters and dispersed west of the targets. The first aircraft again flew via southeast, approached the targets in Jagen 104/105 in a straight flight of about 2 kilometers, and dived for 4 to 6 seconds. During the first third of dive, the jet fighter released 2 bombs, and again climbed to its previous altitude. Also the second aircraft simultaneously dropped 2 bombs over the targets in Jagen 113/120. The third aircraft attacked either the targets in Jagen 104/105 or those in Jagen 113/120. It was observed from a place about 1.5 kilometers from the point of impact that 12 to 13 seconds elapsed from the moment the bomb was released until the detonation was heard. The bombs were suspended approximately under the mid-wing. When the third jet fighter had dropped 2 bombs, the aircraft individually crossed over the targets at an altitude of between 80 and 100 meters, climbed to about 500 meters west of the targets and again assembled in formation while heading south. When the first flight of jet fighters had just disappeared from view, the next 3 jet fighters approached for the same attack. The jet fighters, all of which approached in flight formation, headed east or northwest. The 2 bombs dropped by one jet fighter did not detonate. ¹

3. The following details were observed on the jet fighters on 17 September:

- a. A pitot tube was fitted at the two wings, approximately at the wing tip.
- b. The wing tips were rounded considerably.
- c. The wing root was placed rather to the fore and its rear section joined vertically to the fuselage.

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- d. A small bulge was seen at the right wing approximately in the middle of the leading edge.
- e. The fin of the rudder unit was almost in line with the jet aperture.
- f. When seen from the side, it appeared that the wing consisted of 3 sections.

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1. Comment. Training activity by IL-10s and IL-28s over Kummersdorf bomb range was carried out along the usual pattern. The light signal used during night bombing by IL-28s apparently served for better recognizing the points of impact. The MiG-17 was observed for the first time while bombing and firing at ground targets.
2. Comment. The reported construction details agree with those of the MiG-17, except for the small bulge at the right wing which is reported for the first time.

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